

*2*  
Profile, Decks & B'ds.

Smiths Dock Co.

837. 8 · q.

*3/6. 30/11/27.*

*78 - 10 - 27.*

837. Deepwater. now Hamildoc \*  
838 Clearwater. now " Grenora "  
839. Stillwater. now Skeymont

*bog*



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Lloyd's Register  
Foundation

004900-004905-0121



Midship Section

Smith's Dock Co.

837. 8. q.

3.6. 301127.

24. 10. 27.

837. Deepwater, now Hamildoc \*

838. Clearwater, now Grenada

839. Stillwater, now Keyelt

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Baq

004900-004905-0120

THE BRITISH CORPORATION REGISTRY  
OF SHIPS AND AIRCRAFT  
LIVERPOOL

20.10.27

21 OCT 17  
THE BRITISH CORPORATION REGISTRY  
CLARBOW  
SHIPPING AND AIRCRAFT

Approved J.H.  
21.10.27

## LAKE STEAMERS. MIDSHIP SECTION.

DIMENSIONS - 253'-0" O.B.P x 43'-4" EXT x 20'-6" M.A.P

TO CLASS B.S \* FOR SERVICE ON GREAT LAKES & GULF OF ST LAWRENCE.

TO HAVE A DRAFT OF 16'-0" IN THE GULF.

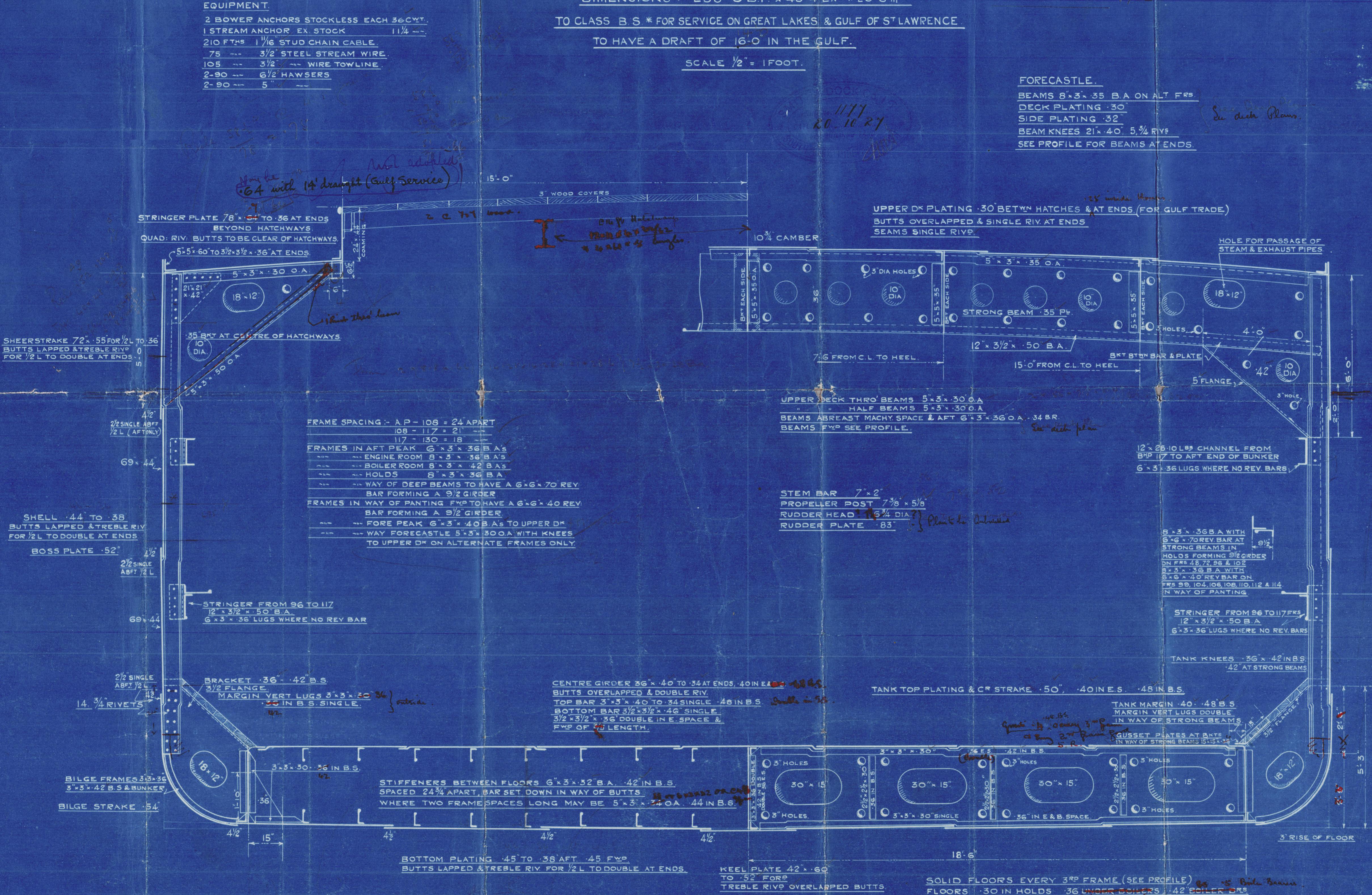
SCALE 1/2" = 1 FOOT.

1111  
20.10.27

C-19  
263 x 13.16 x 20.5 x .78 = 1679  
100  
27.0 x 13.16 x 7.0 x .50 = 56  
100  
45.0 x 3.0 x 6.5 x .50 = 47  
100  
1782

FORECASTLE.  
BEAMS 8 x 3 x 35 B.A. ON ALT FR.  
DECK PLATING .30  
SIDE PLATING .32  
BEAM KNEES 21 x 40 5 1/4 RIV.  
SEE PROFILE FOR BEAMS AT ENDS.

See deck Plans.



3

Rudder & Sternframe.

Smith's Dock Co.

837. 8. q.

26 - 10 - 27.

HAMILTON \*

837. Deepwater, now Hamilton

838 Clearwater, now "Grenora"

839. Stillwater, now Dugmont

bog

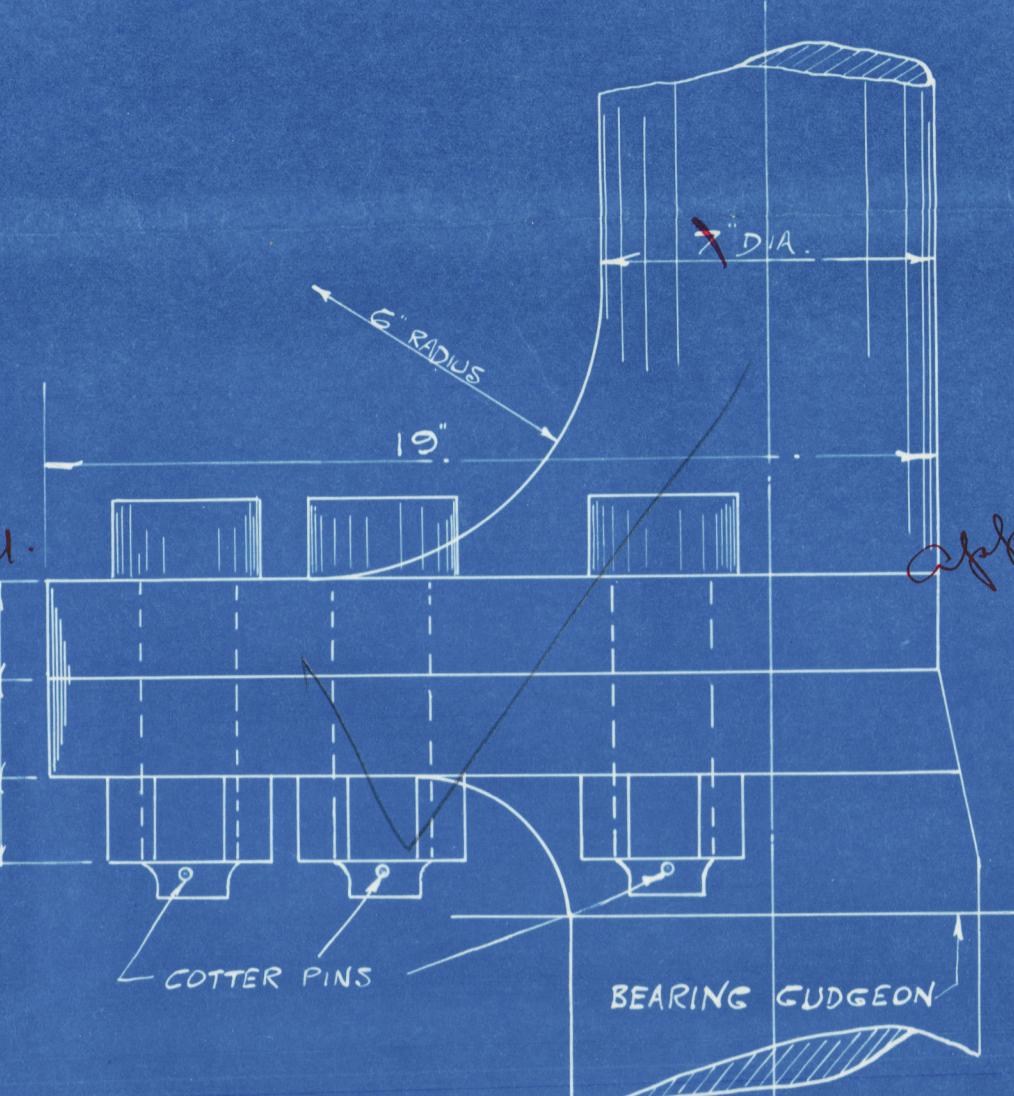
004900 - 004905 - 0122



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# DETAIL OF COUPLING

SCALE 3" = 1 FOOT.



SHIP N° 837-8-9

# STERN AND RUDDER FRAMES.

SCALE  $\frac{1}{2}$ " = 1 FT.

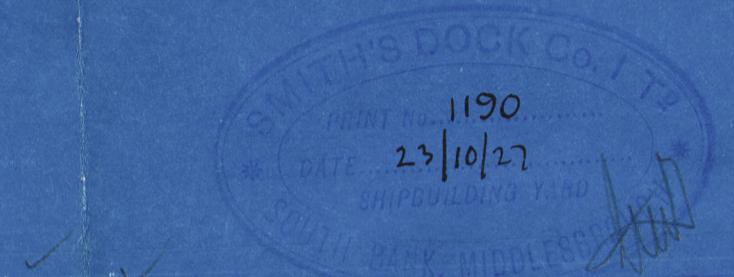
OF FORGED STEEL TO PASS BRITISH CORPORATION TESTS.

TO CLASS B.S. \* FOR SERVICE ON THE GREAT LAKES AND GULF OF ST. LAWRENCE

AREA ABAFT & OF STOCK = 75.08 ft² AREA FWD. & OF STOCK = 21.73 ft² SPEED 9 KNOTS.

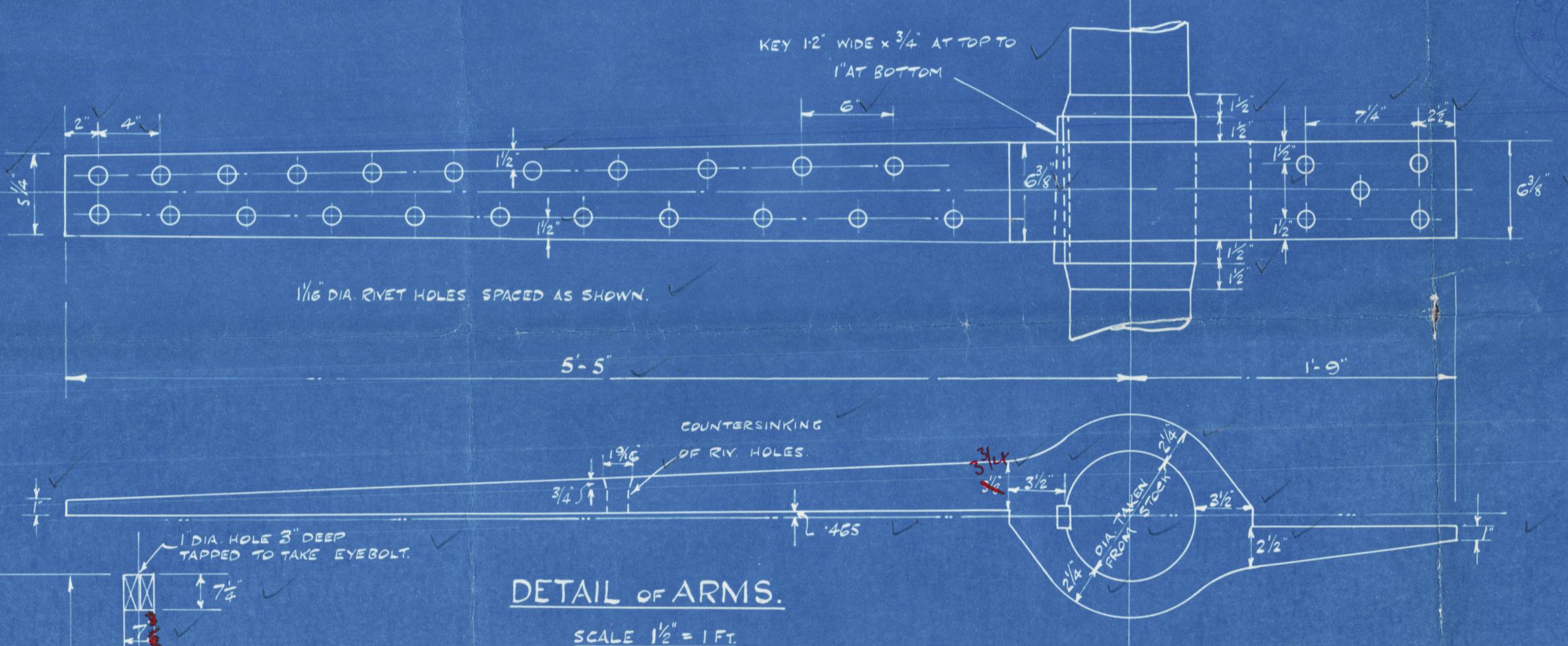
C.G. ABAFT & OF STOCK = 1.99 FT. C.G. ABOVE BASE LINE 7.61 FT.

14'-0" Draught



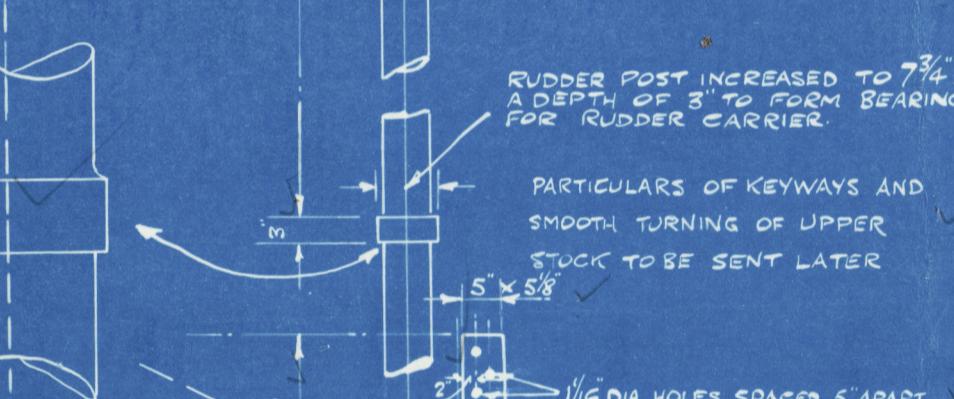
**NOTE:-**  
ALL MACHINING & DRILLING TO BE DONE BY MAKERS.  
FRAME NOT TO BE PAINTED BUT HAVE ONE COAT OF OIL.  
CENTRE LINE OF BEARING GUDGEON, BOTTOM GUDGEON &  
MAIN PIECE TO BE IN A STRAIGHT LINE & SQUARE TO BASE LINE.  
WEIGHT OF FRAME TO BE PAINTED ON BEFORE DISPATCH.  
**RUDDER FRAME:** 5% BRASS LINER TO BE CAST & GROOVED  
GROOVES TO BE  $\frac{5}{8}$ " WIDE  $\frac{8}{16}$ " DEEP. STOCK TO BE INCREASED  
 $\frac{3}{4}$ " IN DIA. IN WAY OF ARMS. THE INCREASE TO BE UNIFORM &  
EXTEND ABOVE AND BELOW EACH ARM EXCEPT THE BOTTOM  
OF THE LOWER ARM FOR A DISTANCE OF  $\frac{1}{2}$ " & THEN TAPERED  
OVER A SIMILAR DISTANCE INTO THE NORMAL DIA.  
**STERN FRAME:** SPECIAL CARE TO BE TAKEN THAT HEIGHT OF  
CENTRE OF SHAFT ABOVE BASE LINE IS CORRECT & THICKNESS OF  
BOTTOM PIECE NOT EXCEEDED.

ANY ALTERATIONS MADE TO BE NOTIFIED TO  
MESSRS. SMITHS DOCK CO LTD.  
KEYWAYS TO BE ACCURATELY CUT TO DIMENSIONS GIVEN.



## DETAIL OF ARMS.

SCALE  $\frac{1}{2}$ " = 1 FT



Rudder post increased to  $\frac{7}{8}$ " dia. for  
a deeper bearing surface  
for rudder carrier.

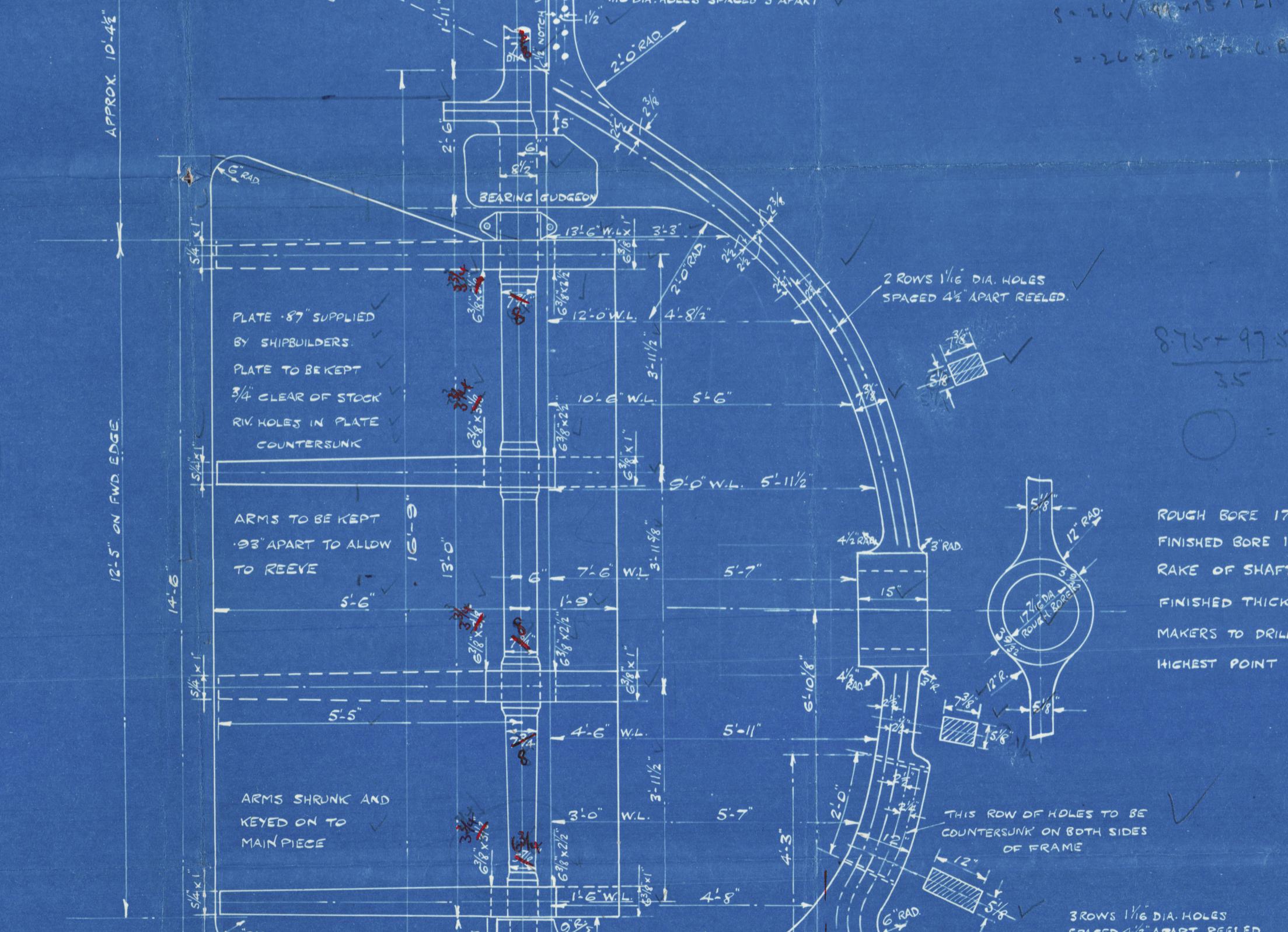
Particulars of keyways and  
smooth turning of upper  
stock to be sent later.

1/16 dia. holes spaced 5 apart.

1 dia. hole 3" deep  
tapped to take eyebolt.

## DETAIL OF ARMS.

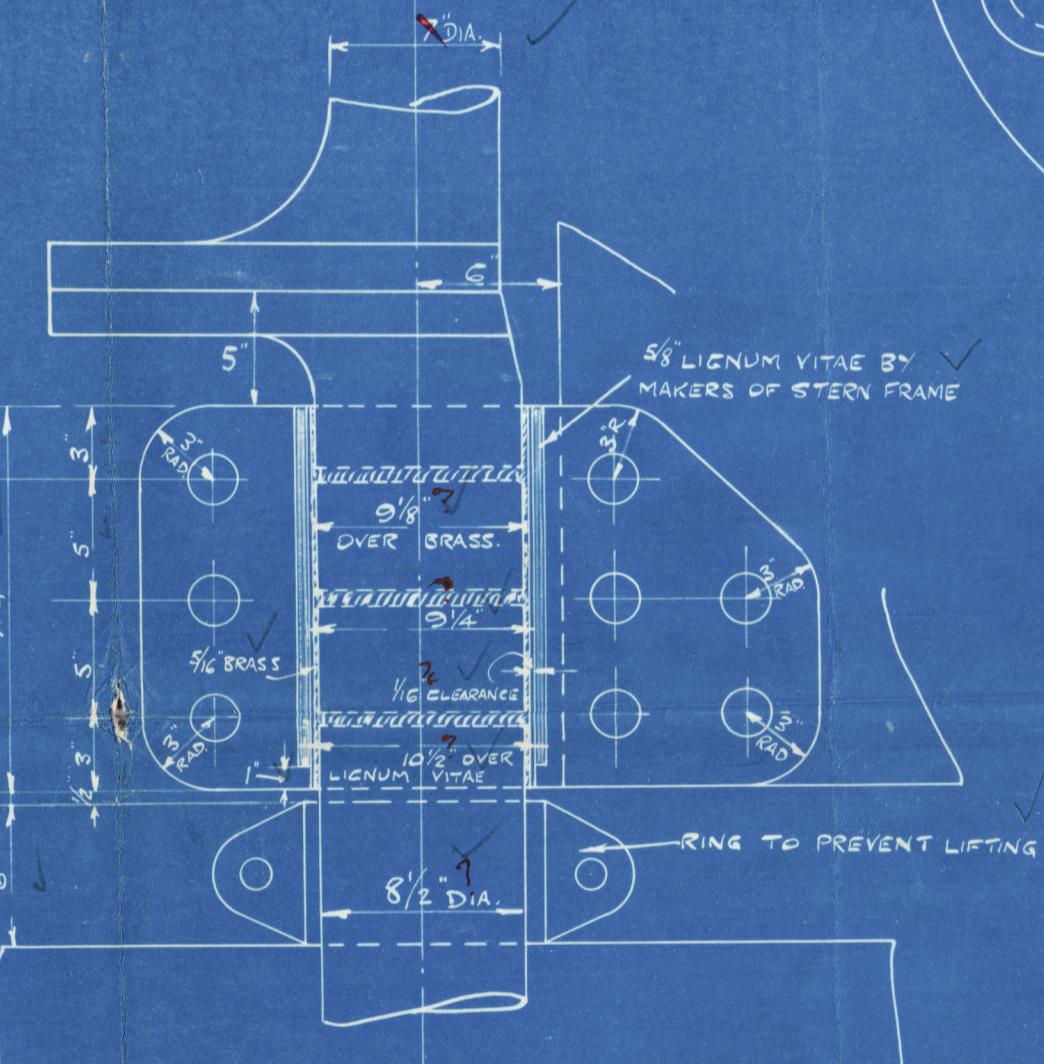
SCALE  $\frac{1}{2}$ " = 1 FT



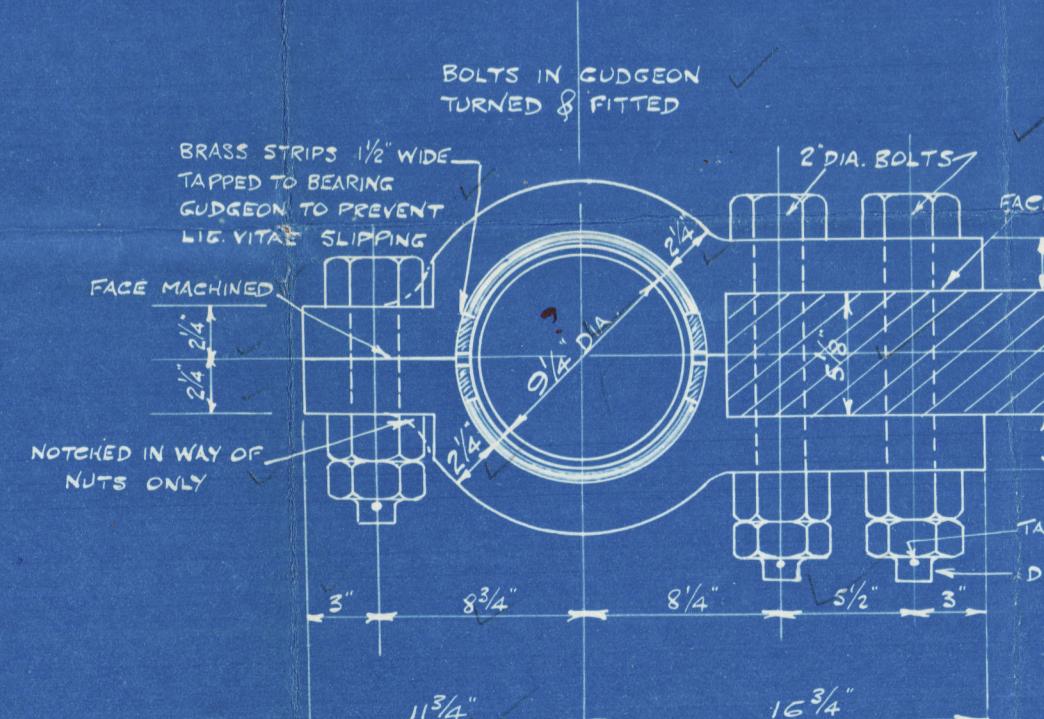
TOTAL LENGTH APPROX 24 ft  
CORRECT LENGTH TO BE GIVEN LATER

$$\begin{aligned} & 875 + 97.5 \times 12.75 = 25.9 \\ & \frac{35}{35} = 1.4 \times 10^3 \\ & D^3 = 1525 = 8.06 = 0 \end{aligned}$$

ROUGH BORE  $17\frac{1}{2}$ "  
FINISHED BORE  $17\frac{1}{2}$ "  
RAKE OF SHAFT PER FT.  
FINISHED THICKNESS OF BSS  $3\frac{1}{4}$ "  
MAKERS TO DRILL ROUGH BORE ONLY  
HIGHEST POINT OF SHAFT AFT.



## DETAIL OF RING TO PREVENT LIFTING

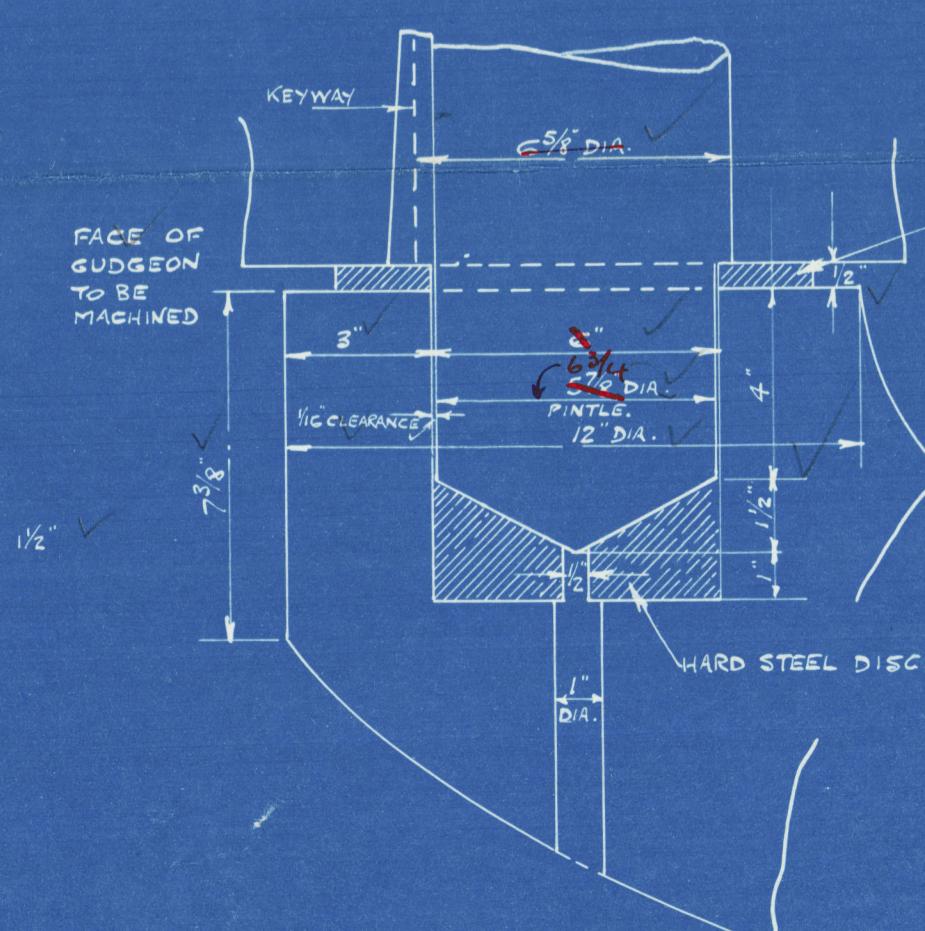
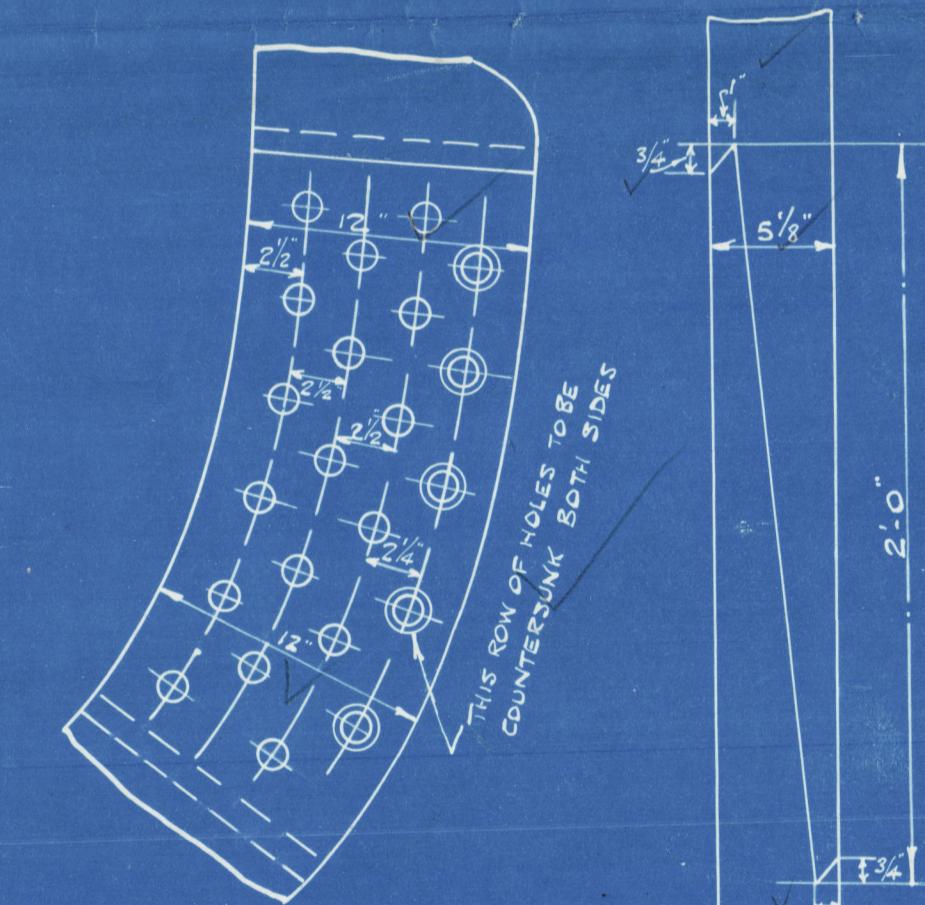


## DETAIL OF BEARING AT GUDGEON

$\frac{1}{2}$ " = 1 FOOT.

## DETAIL OF SCARPH

SCARPH TO BE MACHINED



## DETAIL OF BOTTOM GUDGEON



CO4908 - CO4906 - 0122

This dimension  
increases so that transverse strength of section  
will not be less than on gage.